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ROUTINE

IN 63632

TOR: 0205Z 19 DEC 64

INFO

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1. FSW NBR 628 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH  
ABSOLUTE NEED TO KNOW.

2.

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AREA SERVICE.

3. ARTICLE 124 MADE GO 280 ON 17 DEC. MAX ALT: 43M, MAX MACH:  
1.25, DURATION: 2:00, PURPOSE: DRIVER TRAINING. NO ENGINE PROBLEMS.

4. ARTICLE 132 MADE GO 28 ON 17 DEC. MAX ALT: 75.1M, MAX  
MACH: 2.75, TOGW 115K, DURATION: 1:35, PURPOSE: DATA COLLECTION.  
DURING ACCELERATION AND CRUISE BOTH ENGINES REQUIRED A LOT OF TRIM-  
MING. IN A RIGHT TURN THE RIGHT SHOCK POPPED. INLET RECOVERED  
AUTOMATICALLY BUT HAD TO RECYCLE POWER LEVER TO OBTAIN AB RELIGHT.  
IN DESCENT THE LEFT ENGINE BLEED LIGHT FLICKERED BUT THIS IS SUS-  
PECTED TO BE CAUSED BY SWITCH ADJUSTMENT.

5. ARTICLE 121 MADE GO 157 ON 17 DEC. TOGW 104.3K, MAX MACH:  
2.83, MAX ALT: 72M, DURATION: 1:03, PURPOSE: FCF. AT 2.4 MN AND  
DURING CRUISE DRIVER REPORTED SLIGHT ROUGHNESS. WHEN BYPASS DOOPS

USAF review(s) completed

Approved For Release 2004/05/13 : CIA-RDP89B00980R000300060034-9

GROUP 1  
EXCLUDED FROM AUTO-  
MATIC DOWNGRADING

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WERE OPENED FOR DESCENT ROUGHNESS SMOOTHED OUT. DURING DESCENT AT 1.5 MN, MILITARY POWER AD WAS EXPERIENCED ON RIGHT ENGINE. POWER LEVER WAS RETARDED AND AD CLEARED JUST BELOW MILITARY POSITION. NO OTHER ENGINE PROBLEMS ENCOUNTERED.

6. ARTICLE 131 MADE GO 32 ON 17 DEC. TOGW 125.9K, MAX MACH: 3.04, MAX ALT: 82M, DURATION: 1:00, PURPOSE: SYSTEM G TEST AND INLET PERFORMANCE. JUST AFTER STARTING ENGINES NOZZLE INSTABILITY WAS ENCOUNTERED ON THE RIGHT ENGINE AT IDLE. NOZZLE ON LEFT ENGINE WAS UNSTABLE WHILE TRIMMING AT THE HEAD OF RUNWAY. NOZZLE INSTABILITY WAS EXPERIENCED ON BOTH ENGINES DURING FLIGHT WHEN POWER LEVERS WERE BELOW MILITARY POSITION FOR DECELERATION. ON DOWN WING LEG OF TRAFFIC PATTERN, NOZZLE INSTABILITY ON RIGHT ENGINE WAS PLUS OR MINUS 5 DEGREES WITH POWER LEVER BETWEEN IDLE AND MILITARY. IT DOES NOT APPEAR THAT THE NOZZLE INSTABILITY CAUSED A MAJOR PROBLEM AS SUBJECT ARTICLE IS SCHEDULED TO FLY AGAIN 18 DEC.

7. ARTICLE 130 MADE GO 61 ON 17 DEC. TOGW 118K, MAX MACH: 2.93. MAX ALT: 78M, DURATION: 2:00, PURPOSE: TRAINING MISSION. ON ACCELERATION POPPED RIGHT SHOCK AT 2.5 MN AND AB BLEW OUT. INLET RECOVERED IN AUTO BUT WHEN POWER LEVER WAS RECYCLED FOR AB LIGHT RIGHT SHOCK POPPED AGAIN. RECYCLED POWER LEVER AND OBTAINED A NORMAL LIGHT. DURING A DECELERATION BETWEEN 2.8 AND 2.6 RIGHT SHOCK WAS POPPED AGAIN. THIS TIME SHOCK WAS SMOOTHED MANUALLY. LATER WHEN FORWARD BYPASS DOORS CLOSED BOTH SHOCKS POPPED. DOWN TRIMMED ENGINES AND NO MORE POPPED SHOCKS. MADE ONE AIR TO AIR REFUELING. WHILE TAKING ON FUEL FROM TANKER BOTH ENGINES WERE UP TRIMMED TO 75 DEGREES C IN ORDER TO HOLD POSITION. AFTER

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COMING OFF TANKER WITH AFTERBURNERS ON EGT'S WERE 820 DEGREES. DRIVER STARTED TO DOWN TRIM ENGINES BUT HIS ATTENTION WAS DIVERTED TO TUNING THE RADIO. WHEN INSTRUMENTED PANEL WAS MONITORED AGAIN LEFT EGT WAS 960 DEGREES. DRIVER ESTIMATES THAT LEFT EGT WAS AT 960 DEGREES FOR ONE MINUTE. MISSION WAS ABORTED DUE TO THE OVERTEMP CONDITION. ENGINE S/N 237 WILL BE REMOVED FOR AN OVERTEMP INSPECTION.

8. ARTICLE 127 CURRENTLY ON GO 96 AS OF 18 DECEMBER. DETAILS NEXT FSW.

9. ARTICLE 124 ON SCHEDULED GO. DETAILS NEXT FSW.

END OF MESSAGE

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